

Essendon Airport

IATA/ICAO CODE: MEB/YMEN
CITY: Melbourne, Victoria
COUNTRY: Australia

AIRPORT CONTACT

Information updated per AIP Australia 2/2011
[Contact the airport for any details](#)

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Airport Web Site: www.essendonairport.com.au

ELEVATION: 282 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
08/26	6302	-	-	148
17/35*	4931	-	-	148

NOISE ABATEMENT PROCEDURES

2. Preferred Flight Paths

2.1

a) Arriving Aircraft

Between the hours of 1300 and 2000 UTC, aircraft inbound from the south-east will be routed via Wonthaggi and Plenty.

b) Departing aircraft

Between the hours of 1300 and 2000 UTC, aircraft departing from all runways shall maintain runway track (VFR) or follow the initial SID (RADAR) track (IFR) until reaching 1500 ft (QNH) prior to commencing a turn.

2.2 Aircraft will be routed around public functions in order to eliminate noise nuisance.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

4.1 Application

4.1.1 The Air Navigation (Essendon Airport) Regulations 2001 provides that between 2300-0600 local time no landing or take-offs are permitted at the airport except for the following under 4.2, 4.3 and 4.4

4.1.3 The regulation contains provisions for penalties for unauthorized operations.

4.2 Permitted Operations

4.2.1 Only aircraft meeting the following criteria are permitted to operate at the airport between 2300 and 0600 local time.

- a) Propeller driven aircraft with a MTOW that does not exceed 8618 KG
- b) Propeller driven aircraft with a MTOW that exceeds 8618 KG but the aircraft's noise emission levels do not exceed:
 - i) 90 EPNdB on Take-off
 - ii) 95 EPNdB on approach

An aircraft's noise emission levels must be measured in accordance to the procedures set out in Appendix II Volume I of Annex 16 of the Chicago Convention, but without allowing any trade-offs under the process set out in Clause 3.5 of Chapter 3 of the Annex.

4.2.2 The operator is responsible for determining the noise status of an aircraft with respect to ICAO Annex 16. If an aircraft is noise certificated, the necessary information will be available with the aircraft's documentation. Airservices Australia will provide advice, on request, to operators. Operators can obtain this information by writing to:

Manager, Environment Monitoring
Environment Services Branch
Airservices Australia
Box 367
Canberra, ACT 2601

or by Fax at 02 6268 4201 or phone 02 6268 4530

4.2.3 An aircraft that otherwise would not be permitted to take off during the curfew period may take off if:

- a) The aircraft received taxi clearance before the start of the curfew period or
- b) An Air Traffic Control service is not available, and the aircraft began taxiing for take off before the start of the curfew period.

4.2.4 An aircraft that otherwise would not be permitted to land during the curfew period may land if:

- a) Both of the following conditions are met:
 - i) When the aircraft takes off, the aircraft operator reasonably believes that the aircraft will land before the beginning of the curfew period
 - ii) The landing is authorized by a dispensation given under 4.4

- b) The aircraft is involved in an emergency (within the meaning given by para 4.3.2).

4.2.5 A flight plan must be submitted to Airservices Australia before operating at Essendon Airport during the curfew period. This requirement does not apply to operations described in para 4.2.4.

4.2.6 The operator of an aircraft shall not flight plan with Essendon Airport as an alternate airport if the flight is scheduled to end during the curfew period.

4.3 Exemptions

4.3.1 The restrictions in AIP ERSA Special procedures Note 1 and sub section 4.2 do not apply to a flight in the following circumstances:

- a) The aircraft is involved in an emergency; or
- b) The aircraft is taking off from Essendon Airport to resume a flight interrupted by an emergency involving the aircraft; or
- c) The aircraft is involved in a Police Air Wing Operation; or
- d) A dispensation is granted by the Secretary, Department of Transport and Regional Services.

4.3.2 For sub para 4.3.1 a) and b), an aircraft is involved in an emergency if:

- a) The aircraft is being used for or in connection with
 - i) A search and rescue operation; or
 - ii) A medical emergency; or
 - iii) A natural disaster; or
 - iv) A mercy flight.
- b) The pilot of the aircraft has declared an in flight emergency
- c) The aircraft has insufficient fuel to be diverted to another airport; or
- d) There is urgent need for the aircraft to land or take off:
 - i) To ensure the safety or security of the aircraft or a person; or
 - ii) To avoid damage to property.

Sub para 4.3.2 a) includes a flight to transport a person in need of medical attention, to transport an organ for urgent transplant, or to rescue a person from a dangerous situation.

4.4 Dispensations

4.4.1 An operator may apply for a dispensation form AIP ERSA Special Procedures Note 1 or sub section 4.2 in exceptional circumstances.

4.4.2 A dispensation may be granted subject to conditions including, for example, conditions relating to when a take off or landing must occur.

4.4.3 Requests for dispensations should be made to the Depart of Transport and Regional Services via telephone 02 6274 6100 or 1300 30 7228 or by email to: transport.security@dotars.gov.au

Full details are in the relevant AIP Supplement, available from the Airservices Australia

web site (www.airservices.gov.au).

PREFERENTIAL RUNWAYS

Preferred Runways 0600 to 2300 Local Time (2000-1300 UTC)	
Landing	Takeoff
1. Runway 26 or 17	1. Runway 26 or 35
2. Runway 35	2. Runway 17
3. Runway 08	3. Runway 08
Preferred Runways 2300 to 0600 Local Time (1300-2000 UTC)	
Landing	Takeoff
1. Runway 17	1. Runway 35
2. Runway 26	2. Runway 26
3. Runway 35	3. Runway 17
4. Runway 08	4. Runway 08
Jet Noise Abatement climb procedures apply to all runways - see information under noise abatement procedures.	

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Ground running of engines not permitted between the hours of 1800-0700 Monday to Friday and 1800-1000 hours Saturday and Sunday.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented		Status
Sound Insulation (Residences and Public Buildings)	-	-	
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-	
Avigation Easements	-	-	
Zoning Laws	-	-	
Real Estate/Property Disclosure Laws	-	-	
Acquire Land for Noise Compatibility to date	-	-	
Population within each noise contour level relative to aircraft	-	-	

operations		
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

[Click here](#) for all noise monitoring system information including a current map for the airport.

FLIGHT TRACK MONITORING SYSTEM

[The airport has a flight track monitoring system](#)

NOISE LEVEL LIMITS

See information under Airport Curfew

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are prohibited from operating at airports in Australia as of April 1, 2002.

CHAPTER 2 PHASEOUT

[Australia Phase out of Chapter 2 airplanes complete as of April 1, 2002.](#)

CHAPTER 3 RESTRICTIONS

[Marginally compliant Chapter 3 airplanes restricted](#)